

Daily Eagle

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CRAWFORD THEATRE

E. L. Martling, Manager

3 Nights, Commencing

TONIGHT

The Irving French Company

Opening in the four-act comedy entitled,

"A Runaway Wife"

High-class singing and dancing specialties at every performance. Rich costumes and special scenery. Prices 10, 20 and 30 cents.

Ladies free opening night only, if accompanied by an escort with one paid 50 cent ticket, if reserved before 6 p. m.

Seats on sale at Howe's Jewelry Store.

Monday, November 23

Curtain Rises 8:15

SCENIC PRODUCTION

DOWN MOBILE

A Beautiful Romance of the South.

See the old southern mansion, the negro quarters, the beautifully weird dismal swamp and the master's scenic effort of the century, the marvelous fire scene.

Seats on sale at Howe's Jewelry Store.

Popular prices, 25c, 50c, 75c, 1.00.

Wednesday, November 25

Faust Scenic Production.

THE TWO ORPHANS

A Gorgeous Spectacle, a Thrilling Romance.

Seats on sale at Howe's Jewelry Store.

Monday, Nov. 21. Prices 75c, 50c, 25c, 10c.

Thursday, November 26

Matinee and Night.

THE ORIGINAL AND ONLY ONE,

HOYT'S

A BUNCH OF KEYS

(OR THE HOTEL)

Entire New List of Catchy Songs.

Dances and Fascinating Novelties.

Everything Right Up-to-Date.

Matinee—First Floor, 30c; balcony, 50c; children, 25c. Night—25c, 50c, 75c, 1.00.

Wednesday Evening, December 2

First Semi-Annual Appearance of the

Apollo Club of Wichita

32 Male Voices, Assisted by

MRS. GRACE WHISTLER MISCER.

Contralto, of Chicago.

And the Famous

"WYLEE STRING QUARTETTE."

Carringtons 9:45 p. m.

First commences Monday, November 20,

31st East Douglas avenue. Admission, \$1.00,

including reserved seat in any part of the house.

TOLER AUDITORIUM

TOLER & SONS, Prop.

TONIGHT

Jack Hoeffler Show in

"SIGN OF THE CRUCIFIX"

A play that has

toured the country

at \$1.00 prices.

1000 Seats at 10c

Get in Line Now

Benefit St. Paul's M. E. Church and Calvary Presbyterian Church.

Tuesday Evening, Nov. 24th

Frank H. Gamel's

ILLUSTRATED LECTURE

"The American Boy"

His Planks, Perils and Possibilities.

Admission—Adults, 25c; children, 10c.

Tickets on sale at Combs, Moore & Co.'s Shoe Store.

Piles! Fistula!

Pay when cured. Write for treatise on

rectal diseases.

Drs. Vickers & Vickers

Winne, Building, Wichita, Kan.

and Enid, Oklahoma.

CRAWFORD GRAND THEATRE

E. L. Martling, Manager

TUESDAY, NOVEMBER 24th, at 8:15 p. m.

THE LONG-LOOKED-FOR EVENT

Grand

Concert

Signor Fabiani

Solo Harpist from the European Courts, assisted by

MRS. JETTA CAMPBELL STANLEY, Soprano Soloist.

MR. ROBERT H. JUST, Violin Soloist.

GARCELON'S MANDOLIN ORCHESTRA (6 performers).

MISS MARIE HAMMER, Piano Accompanist.

The tickets are to be disposed of by certificates, and may be had at Prof.

Garcelon's Studio, Biting Block, The Public Library, Kelo Music School, and at

Deekman Drug Co. Certificates will be exchanged for tickets at Howe's Jewelry

Store, Saturday, November 21st, at 9 a. m.

Prices: \$1.00, 75c and 50c.

ON WHITE SLAVES

Mrs. E. M. Adams of Kansas
Makes an Address.

THAT TEMPERANCE BUTTON

More Than 200,000 Railway
Employees Are Wearing It.

Cincinnati, O., Nov. 18.—Today at the national convention of the Women's Christian Temperance Union, Mrs. E. M. Adams of Kansas spoke on "White Slaves."

A delegate read a letter from a member of congress, saying that there was but little prospect of the passage of any bill repealing the anti-canteen law.

The report of Mrs. E. N. Graham, general superintendent of the department of work among the railroad employees showed substantial and encouraging results.

One of the most hopeful facts is the attitude of the officials of the roads insisting on temperance among employees. Twenty saloons at Cheyenne were closed by reason of the order of the Union Pacific forbidding employees to enter saloons. Over 20,000 railroad employees are now wearing the railroad temperance button.

Mrs. Mary H. Hunt of Massachusetts of the department of scientific temperance investigation, made the recommendation that the work be pushed with the utmost vigor.

LIMIT OF PROBATE

District Judge Says Probate Court Cannot Enjoin.

Clay Center, Kan., Nov. 18.—A decision has been made by Judge Kimble in the Clay county district court which is of more than passing interest to Clay Center people.

Some weeks ago F. L. Williams as trustee for the Clay Center brick company was about to sell the plant to satisfy a mortgage, but one of the stockholders objected to the proceedings and obtained an injunction from the probate judge to prevent the sale.

Mr. Williams paid no attention to the injunction but sold the plant the day fixed. During the first week of court contempt proceedings were brought against Mr. Williams and the members of the brick company. Yesterday the case was heard and Judge Kimble dismissed the contempt proceedings, holding that the probate judge could not issue an injunction and that no injunction was in force when the plant was sold.

The decision will have a widespread effect in Clay Center as the probate judge has issued a number of injunctions during the past few months which were of course all without effect.

TOWNS BELOW RIVER.

The people of seventy miles of the thickly populated Missouri river valley in Iowa have just discovered that the Missouri river is above their heads.

Prosperous towns and rich farms of 80 square miles are below the level of the big stream. The people have just been told this by an expert drainage engineer in the employ of the government. This means it is entirely possible at any time for the mighty stream to leave the elevated trough in which it now runs and put these farms and towns at the bottom of a great lake.

Most of the Kansas city floods of the early spring occurred on the upper end of the river it is quite likely this great tract would already have been submerged.

As it is, 70,000 acres of land has stood under water for five months, water that fell in the unprecedented rains of this year and could not be carried off because no outlet had been afforded, and could not be absorbed because there was too fast of rain. The people sent for C. G. Elliott, an expert drainage engineer of the Department of Agriculture. They told him when he came that they wanted to know how they could drain the water that fell on their land into the Missouri river.

Mr. Elliott took his tripod and went over the country. In a few days he came back and told the people the distasteful facts.

"You can't make water run into the Missouri river, for the simple reason that up to date we have discovered no way of making water run up hill. This entire bottom is from eight to twenty-eight feet below the level of the Missouri. Your town of Whiting is thirty-two feet below the river level. The only way you can drain your land is to send the water up through the Little Sioux river, which flows parallel to the Missouri, until it finds a chance for an outlet fifty miles below here."

The astonishing statement has greatly alarmed this region. It had never occurred to the people that the reason the Little Sioux paralleled the Missouri so great a distance was that it could not run up hill to that stream.

Plans have been formed for protection. This time it is not to drain lands, but to provide an outlet for the whole Missouri river against the day when the larger stream will leave its present course. So they propose to straighten the Little Sioux river and build a great ditch, forty miles long, according to HARRINGTON.

These people are not at all alarmed for water, whether falling in rains or coming from the Missouri when it wanders across country. To provide these outlets will cost the people of the valley \$400,000, but they are gladly arranging to raise the money.

With the Missouri it is different. This river has no equal in the world in its capacity for destruction of soil land. The people of Decatur, Neb., have been holding mass meetings this fall, to petition congress for an appropriation to save their town from destruction by the river. The Missouri conceived an idea this summer that it coveted the ground upon which this town stood. The work of devouring the townsite began. The river whirled around a stone bluff and buried itself against the town. The land crumbled before the grinding impact. Already twenty blocks of the town's plat have disappeared. Below Decatur two eighty-acre farms have been completely eaten away.

At Sioux City the river manifested the same power. It had wanted its way peacefully in a narrow channel for many years, so the town of Covington, Neb., opposite Sioux City, was laid out clear to the river's bank. No one thought the river would object. But the old stream resented the familiarity and threw itself upon the town. The result is that two-thirds of the plat of the original town is now river bed, and the only reason why the rest is left is the government, at a expense of \$100,000, built a stone bank to stop the river's mad career.

At Yankton, S. D., the people established a ferry to bring passengers from the Nebraska side. The ferry advertised it would put people on the streets of Yankton. The river checked and began leaving the town. In the path it left a treacherous, mushy sandbank. The ferry business was interfered with. People had to go some miles around. United States Senator R. S. Gamble took up the matter and induced the United States engineering department to appropriate \$50,000 to bring the river three-fourths of a mile back to the town. This the department has already undertaken to do by constructing great dikes.

But the people of this seventy-mile valley, ranging from seven to twenty miles in width, cannot build a stone wall all the way from Sioux City to Missouri Valley at a cost of millions of dollars, to keep back the river. They can do nothing but take their chances and prepare to carry off the lake that would be precipitated upon them by an avulsion of the river.

The power of the Missouri is made possible by the great quantity of suspended silt it always carries, which gives it its name of "Big Muddy." This silt is deposited in reefs, which turn the current against the banks. The current is swift and the suspended earth acts as a corrodent force, accounting for the marvelous destruction accomplished by the stream.—Kansas City Star.

ON HOW TO DRIVE A COACH.

As popular as coaching is in some parts of the country but little reliable information has even appeared in the public press respecting its history and development.

At the town of Kotze in Hungary, in 1457, the first coach was constructed. This was a stage coach, and was used for the purpose of carrying passengers. It was a stage coach in England shows that six of such vehicles were in use there in 1662. So popular did they become in that country that a few years later they were in general use on all the principal roads of the kingdom.

Steam railways have, to a large extent, done away with the use of the coach as a means of furnishing the highest type of recreation, the coach and four is as popular today in the British Empire and France as it was when this was practically the only means of locomotion in those countries.

Stage coaching in America was almost co-extensive with the settlement of the colonies, and in the early history of the country there were many places, of no importance, that did not have the sound of the coachman's horn as one of the fascinating incidents of pioneer life. As civilization pushed itself westward, the stage coach was ever in the lead of those agencies which blazed its pathway.

These vehicles, as well as their equipments, were comparatively crude in their construction, and superstitious in their appointments, but they actually served the purpose for which they were intended and laid the foundation for the popularity of coaching as a pleasurable pastime, developed in later years.

CASTORIA.

The Kind You Have Always Bought

Signature of J. C. F. Fletcher